Big Bargains For This Week at S. ULLMAN'S SON'S

Arbuckle's or Cordova Coffee, per pound	10c
Lion Coffee, per pound package	9 9 1/s C
Lion Corree, per pound package	9c
Pure Lard, per pound	25c
Light Brown Sugar, 6 pounds for	250
Large Burbank Irish Potatoes, per peck	200 50
Best American Granulated Sugar, per pound	00
Pie Peaches, best quality, large cans	76
Grape Nut or Postum Cereal, per package	120
Large Package Prepared Frost Buckwheat, pack	(ge.:' 2c
National Gelatine, per package	40
Best City Meal, per peck 20c New Sour Kraut, quart Dazzle Paste Stove Polish3c Boneless Codfish, 1-pound	50

Best Cream Cheese, per pound.....14c | New Lake Herring, per dozen.....8c Snow Flake Patent Family Flour, per bbl. \$4, per bag 25c

Silver King Patent Family Flour. bbl. \$4.40, per bag. 28c Mountain Roll Butter, pound15c

White A Sugar, per 1b 4½c Yadkin Cream Smoking Tobacco, per bag.....3c

Plum, Grape or Tornado Chewing Tobacco. 3 plugs....25c Sun Dried Apples, per pound......6c | California Prunes, 6 pounds......25c | California Nectarines, per pound....9c | California Bartlett Pears, 3 pounds...25c | California Bartlett Pears, 3 pounds...25c Fine N. C. Cut Herring, doz...... 8c Fine N.C. Roe Herring, 1/2 bbl. \$2.75. doz 18c

Ginger Snaps or Soda Crackers, 1b......41/2c

Oyster Crackers or Cracker Dust. pound...... 5c Large Canned Salmon......9c | New Home Made Mince Meat, pound.6c Good Rice, 6 lbs. for......25c Mason Jars Apple Butter or Jelly10c New Roll Oats, Queen brand, in 2-lb, pkgs.....8c

Best quality Heminy or Grits, 2 lbs......5c Presh, Corned or Smoked California Hams, 1b......9c Best Sugar Cured Breakfast Bacon, 1b12c Tomato Catsup or Worcester Sauce, bottle..... 5c Catawba or Blackberry Wine, qt.....10c 100-1b. bag Best Dairy Salt.50c Best Dairy Salt, per bag3c

Jefferson Spring Wheat Flour, per bbl. \$4.50, or 29c bag S. ULLMAN'S SON.

Miss M. O. Clements has leased the Carlton House, which for several years his been idle, and will have same rentred and move into it about March 1st and conduct it under the name of Home Hotel.

but now of Lynchburg, is here on a visit

R. B. Hughes, at Arvonia.

Mr. N. F. Sclater has gone to Alberene,
where he has secured a position with the
Albemarle Soapstone Company.

Mr. C. B. Lewis, after a short visit to
his mother Mrs. J. O. Lewis, here has re-

turned to Davis, West Virginia, where ne has a position with the Davis Coal and

Ceke Company Arrangements have been made for a

new mutual telephone line from Scotts-ville to the adjacent country, and work

extend to Fluvanna county in a few days.
The Albemarle Telephone Co. will commence on the first of its lines to

The Albemarle Telephone Company will also make several extensions to thir

lines here in the near future.

Messrs, Long, Bros, and Co, have secured an extensive new contract for rall-

VIRGINIA LABOR

work in Georgia near the Plorida

IN CLEAR OUTLINES

wages, \$2.21. There were 97 apprentices, who averaged 73 cents a day. Total num-ber of laborers employed by these sub-

ber of laborers employed by these sub-contractors 141; average daily wages of white laborers, \$1.20; colored, \$1.11. Num-ler who increased wages, 31. The in-crease ranged from 5 per cent, to 25 per cent. One employe was reported killed and one injured while at work.

Sash, Blinds and Doors—Reports were received from 12 establishments manu-forturing sash blinds and floors. The

facturing sash, blinds and doors. The total value of their manufactured produc

was \$505,116.71. Capital invested, \$198,120.00;

was 505,116.11. Capital invested, 635,1205, rent paid, \$7,303.0; amount paid in taxes, \$3,549.55; insurance, \$4,238.93. Number of managers and foreman, 12; averagementhly compensation, \$90.99. Total amount paid in wages, \$112,174.63.

Saw and Planing Mills—Reports were received from 118 caw and planing mills.

received from 118 caw and planing mills,

the total value of whose manufactured product was (2.43,635.15; total amount paid in wager, 1981,611.00. There were 57 su-

in wager, 1821,612.00. There were 57 superintendents employed whose daily

wages averaged \$1.89; 108 foremen whose daily wages averaged \$1.44; 111 sawyers whose daily wages averaged \$1.55. There

were 13 colored sawyers whose daily was 28

averaged \$1.28; 28 machinists whose daily wages averaged \$1.56; 101 white engineers whose daily wages averaged \$1.06; 35 col-

ored engineers whose daily wages avernged 93 cents; white teamsters, 144, whose daily wages averaged 89 cents; colored teamsters, 212, average daily wages, 79

cents; white loggers, 239, average daily wages, 92 cents; colored, 519, average daily wages, 50 cents; white laborers, 584, av-

Up Town Store. Down Town Stores, 1820-1822 E. Main Street. 506 E. Marshall Street New 'Phone 509, Old 316. Old and New 'Phone 34. Manchester Stores, 1212-1214 Hull Street.

WORKMAN WAS

Two Men Killed by Fall of Heavy Scaffold in Phila-

delphia.

(By Associated Press.) PHILADELPHIA, PA., March 1 .- A

portion of a new addition to the Fidelity Trust Company's building, at No. \$23
Chestaut Street, in course of construction, collapsed this morning, killing two men and severely injuring two others.

The men were terribly crushed by the terribly crushed by the morning to the terribly crushed by the morning to the terribly crushed by the morning to the terribly crushed by the morning two others.

The men were terribly crushed by the morning two others.

The men were terribly crushed by the morning two others.

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The men were terribly crushed by the morning two others.

The men were terribly crushed by the morning two others.

The men were terribly crushed by the morning two others. Trust Company's building, at No. 323 three tors or more of stone and brick which fell, and one of the men was occapitated. The scaffolding, composed of heavy timbers creeted over the pave-

ment for the protection of pedestrians, was borne to the ground, and the mass of debris was thrown half way across the cause of the accident is not defin-

The cause of the accident is not defin-itely knewn, but is is supposed to have been occasioned by the fall of a derrick.

VALUABLE FARMS SOLD,

Hotel to Be Refitted and Renamed-Othe Improvements-TelephoneLine.

(Special Dispatch to The Times.)
SCOTTSVILLE, VA., March 1.—Mr. J.
IT. Morris has sold to Messrs. Henry and
John Lambert, of Augusta county, his
Valuable farm near Warren.
Mr. W. E. Moon, one of the most en-Air. W. E. Moon the of the first of Scottsville, has bought from Mr. F. C. Moon the livery stable property here opposite, the Scottsville Graded School building and is having the old structure torn down and will have it replaced with a new and substantial building better

suited to his business. Mr. G. Smith Thomas recently sold to his valuable farm near Palmyra, and will remove with his family to his place on Hardware River, adjoining the lands of Hardware River, adjoining the lands of Messrs, Henry T. Kidd, P. M. Burgress and others. Mr. Parker will make a number of improvements to his purchase and expects to make his home there after

and Mrs. J. S. Pendleton have lessed White Hall, the country home of Mrs. Annie Dawson Frye, and will re-move to same on March 1st. Mrs. Pendleton has been for several years proprietress of the Albemarle Hotel here and by her couriesy and judicious management gained many friends here and among the travelins public coming to Scottsville, who will be sorry that she will give up the hotel business. Dr. Pendleton will continue to have his office here as heretofore. Mrs.

State of Ohio City of Toledo,

Lucas County. Ss. Frank J. Cheney makes oath that he is the senior partner of the firm of F. Cheney & Co., doing business in the city of Toledo, county and State aforesaid, and that said firm will nav the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure-FRANK J. CHENEY.

Sworn to before me and subscribed in my presence this 6th day of December, A. D. 1888.

A. W. GLEASON.

Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free. A. W. GLEASON.

Sold by druggists, 75c.

wages from 5 per cent to 25 per cent. Fifty-four employes were injured while at work. There were no fatalities, however.

RAILWAY EMPLOYES AND WAGES.

Here is a most interesting summary relating to railway employes and their

wages:
A general demand for information on this subject has induced this bureau to incorporate the subjoined tables, giving incorporate the subjoined tables, giving the number of persons employed in the State for the past five years (1896 to 1990, inclusive), together with the number of Gays worked in the various callings, the tetal amount of wages paid, and the average wages for each year, and for the period of five years.

From these tables it will be found that the average of employes and

From these tables it will be found that the average number of employes and their respective wages for the period of five years was as follows. General office clerks 686, average daily wages \$1.97; station agents \$73, average daily wages \$1.33; enginemen 960, average daily wages \$1.33; enginemen 960, average daily wages \$1.80; conductors 557, average daily wages \$2.90; other trainmen 1.807, average daily wages \$2.90; other trainmen 1.807, average daily wages \$2.50; conductors 557, average daily wages \$2.51; carpenters 1.394, average daily wages \$2.517; carpenters 1.394, average daily wages \$2.17; carpenters 1.394, average Cally wages \$1.63; other shop men 3.074, average daily wages \$1.39; section fore-men 678, average daily wages \$1.40; other track men 4,813, average daily wages 97 cents; switchmen and flagmen 1,040, average daily wages \$1.30; telegraph operators and dispatchers \$51, average daily wages \$1.61; employes account floating equipment 296, average daily wages \$1.40; other employes and laborers 2,266, average

aily wages \$1.51.

It will be observed that the variation in vages differs among the several callings, but on the whole wages appear to have been lowest in 1900, since 10 occupations show lower average wages for that year than the average for the five years, while

ACCIDENTS TO R. R. EMPLOYES. Casualties in the several branches of industry having been treated under their respective heads, attached is a table showing accidents on railroads in the State for five years—1896 to 1990, inclu-sive. The total number killed in five years was 215; injured, 5.477; average number per wear for five years, killed, 43; wounded, 1,095.

Occupation of those killed and injured: Killed. Injured Trainmen 133 2,334

her killed-61.86 per cent. of the entire number-while the switchmen, flagmen and watchmen show 6.05 per cent., and ciner employes 32 per cent.

Percentage of injured to total number injured: Trainmen, 43.71; switchmen, flagmen and witchmen, 5.46; other employes, 50.83. Ployes, ottos.

Number killed per 1,000 employes.

Trainmen, 30.65; switchmen, flagmen and watchmen, 28.8; other employes, 15.7.

SUNDRY INDUSTRIES.

Twenty-one tanneries re-

Tanneries—Twenty-one tanneries re-ported, and the amount of business done by them aggregated \$4,595,852.04; amount

by them aggregated \$1,253,6247, amount paid in wages, \$231,619.27.

Saddles and Harness—Thirty-seven aiddle and harness manufacturers reported, and the total value of goods manufactured by them during the year was \$234,540.28; total amount paid in wages, \$4,541.17.

Cunning Factories—Twenty-seven canning factories reported, and the total

Guning Factories—I wenty-seven can-ning factories reported, and the total vulue of goods manufactured was \$130,-364.53; capital invested, \$119,589. Many inquiries are coming from every section of the country regarding this in-

dustry, and Mr. Doherty says it is bound Agricultural Implements-Six industries Agricultural Implements—Six industries reported under this heading, and the total value of goods manufactured was \$505,706.28; capital invested, \$263.511.64; total amount paid for wages, \$101,225.01.

Stove Works—Three stove manufacturens reported. Total value of goods manufactured by them was \$304,547.22; capital invested. \$3000. Amount paid for taxes

Miss M. O. Clements has leased the Carlton House, which for several years has been idle, and will have same rentred and move into it about March 1st and conduct it under the name of Home Hotel. The Carlton House was planned and built especially for use as a hotel and is the best suited building in Scottsville and also the best suited building in Scottsville and also the best suited building in Scottsville and also the best suited location for the business. Dr. B. C. Goodwin has leased the Home Hotel property, at present occupied by Miss M. O. Clements, and will move into same as soon as vacated.

Mr. Cleland, of New York, who recently purchased from Major Clay Drewry, of Richmond, the fine James River farm, Mountain View, near Hatton, has returned to New York, after spending several days here purchasing stock and arranging for improvements to his farm.

Mr. L. Kow, the counterm and roun.

to New York, after spending several days here purchasing stock and arranging for improvements to his farm. month; eight had book-keepers at an

santus employed, 51; average daily wages, \$2.01 Total number of wheelwrights, 30; average daily wages, \$1.49. Total number of painters, 44; average daily wages, \$1.29. All but one concern worked to hours a day.
THE PUBLIC SCHOOLS. Miss Ella Schultz has returned to her home here, after a visit to Mr. and Mrs. R. B. Hughes, at Arvonia.

Stating that the public school system was inaugurated in 1871, the commission

The school population then was: White 247,002; colored, 164,019. Pupils enrolled: White, 92,532; colored, 35,554. In 1899 the school population was: White, 397,162; colored, 288,763. Enrolled: White, 241,696; colored, 117,129. Daily attendance in 1871: White, 52,270; colorel, 23,452. In 1899: White, 141,382; colored, 61,754,

Average number of months taught in 1871, 4.66; in 1899, 5.96. Cost of tuition per month per pupil enrolled in 1871 was 74 cents; 1899, 67 cents. Cost of tuition per pupil in attendance in 1871 was \$1.23; 1829, \$1.19. Whole cost per pupil in attendance per month in 1871 was \$1.70; 1899, \$1.41. Number of school-houses in 1871 was Number of school-houses in 1871 was 2,904; in 1899 the number was 7,218. Teachers employed in 1871: White males, 1,615; white females, 905; total, 2,521. Colored males, 325; colored females, 493. Grand total, 3,014. In 1899: White males, 2,058; white females, 4,613; total, 6,671. Colored males, 831; colored females, 1,314; total, 2,165. Grand total, 8,836.

Value of school property in 1871, 3189,-689,36; value of school property in 1839, \$3,336,165.82. Expenditures in 1871, 3545,-\$26.98; in 1899, the expenditures were \$1,-

THE TRADES UNIONS. One of the most interesting chapters in the report is devoted to the trades unions. Here are some excerpts from the con-

To the schedules sent out to the various labor organizations of the State, 114 were received, representing a total member-ship of 12,298. Those organizations in .xistence and not reporting would show an estimated membership of about 7,000. While 123 organizations reported asst year as against 114 this year, the reputs for this year siew an increase of 1,734 in membership. A large number of the or-ganizations not reporting are local or-ganizations without a "national head." The total amount paid out by the 114 organizations for assistance was \$31.079.24, Total number reported out of work, 191.

Six schedules were received too late for classification. They are as follows:

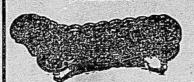
Journeymen tailors, membership 17, wages \$2 for day workers; two "federal unions," membership 120 (these represent a variety of trades, none of which have a variety of trades, hone of which have sufficeint membership to organize a union); one motormen and conductors, membership 29, wages from \$1.25 to \$1.50 membership 33, wages from \$1.55 to \$1.50 per day, an increase of 10 per cent; one theatrical stage employes, membership, 15, wages 20 cents an hour, an increase of 5 per cent; one calkers' union, membership 40, wages \$2.50 per day.

The volume abounds in tables, which inform at a glance. The frontispiece is

a hardsome cut of former Governor Ty wages, 50 cants; white laborers, 534, average daily wages 91 cents; colored laborers, 1.87, average daily wages 71 other States, labor laws of Virginia."

Terms and Prices Attract Trade.

Couches.



\$5 ones for \$3.99. \$7 ones for \$4.69. \$9 ones for \$5.39.

\$50.00 ones \$35.00

Parlor Suites \$16.98 ones \$10.98

\$6 ones for \$3.79; oak or cherry. \$9 ones for \$5.99; oak or cherry. \$12 ones for \$6.99; oak or cherry.

Spring Mattings, Oil Cloths, Baby Carriages and Go-Carts are ready.

Hopkins Furniture Company

South. Great as was his intellectual influence, it was not so great as the lesson of unselfishness, kindness and honor that were learned from As daily life and fa-

ed from his labors, and in December of the same year Dr. Robert Frazer was elected to succeed him. Dr. Frazer, a Virginian by birth and a graudate of the University of Virginia, was at the time of his election president of a large normal and industrial institute in Coumbus. Miss., having been nearly all of his life connected with schools, knowing march of life with a mind well stocked of much of life, with a mind well stocked, of earnest purpose and unbending principle. During the administration of Dr. Frazer, extensive improvements and additions were made, comprising a gymnasium hall furnished with a complete outfit of inodern appliances for physical development steam for both power and heating, and a generous provision was made for the comfort and convenience throughout the institution by an ample equipment of bath-rooms, electric lights, gas for the laundry and the laboratories. These were acquired by an appropriation of \$20,000 by the Legislture in 1899. The course of instruction was greatly extended, the faculty strengthened, two gen-tlemen added-Drs. Arnold and Kline-among the most prominent educators in the land. Dr. Frazer resigned October 31, 1991, to engage in higher educational work, and left the school in excellent

Professor J. L. Jarman, of Emory and Henry College, was elected superintend-ent of the school the 23d day of January ent of the school the and any of the school to succeed Dr. Frazer. Professor Jarman was elected president of the school over some of the most prominent educators in the South, and every true friend of the institution must feel assured of its of the institution must feel assured of its success in the future, even more, if anything, that in the past, especially as Professor Jarman is ably supported by a faculty well qualified by natural ability and by years of study and experience. These include graduates of Vassar, the Peabody Normal at Nashville, the Oswego Normal School, Clark University, Johns Hopkins and those who have con-Johns Hopkins and those who have con-tinued their studies at Harvard Annex, the Woman's College, Baltimore, and Cornell University.

Cornell University.

To-day the State Female Normal School is one of the very best institutions of learning for the education of young ladies to be found in the country. During the eighteen years of its existence, the school has sent out over 450 graduates. nearly all of whom are or have been teachers in the public schools of the State. There have been over fifteen hun-dred matriculates. Of these a number (bedred matriculates. Of these a number (besides those who have graduted) have carried to the different sections of the State some knowledge of the methods and aims of the school. There is hardly a section of the State where its graduates may not be found and its influence is not felt. From all quarters come the most gratifying assurances of the excellence of their work and of the high esteem in which it is held.

Your correspondent has been told by one in a position to know that there were something like one hundred students turned away from the school last session, owing to the crowded conditions existing. The buildings at present will only accommodate one hundred and innety-four boarders.

only accommodate one hundred and nincty-four bearders.

STATE STUDENTS.

The State makes provision for the tultion of one hundred and thirty students. These State students are either the regular representatives of the counties or cities, or they are persons received as substitutes in place of such representatives as fail to come. Substitutes to fill vacancies thus arising may be received without regard to their place of residence in the State, or to the number who may already have been received from their county or city. All State students are required to sign a pledge that they will teach at least two years in the public schools of Virginia after leaving the Normal School. While thus teaching they receive pay for their services as

lic schools of Virginia after leaving the Normal School. While thus teaching they receive pay for their services as other teachers.

The Training School is not a laboratory for testing pedagogical methods and theories. Its primary function is to furnish an opportunity for the pupiliteacher to train and exhibit their natural and acquired qualifications for practical service in the public schools. The school includes children of primary and grammar grades, taught by members of the senior class. The work consists of at least ninety hours of teaching. In addition to the subjects required by law to be taught in the public schools, elementary instruction in Vocai Music, Drawing and Nature Study is given to afford pupil teachers an opportunity of practice in these subjects. The teachers in the Normal School, assisted by the principal and director, supervise the teaching of those subjects when they recently all they recent all they a and director, supervise the teaching of those subjects which they respectively teach in the academic departments.

pared with other like institutions in other States, the growth has not been rapid, but when the people consider that the highest annual appropriation has been fifteen thousand dollars, while the lowest to any other State institution has

Compliment to Mr. Danner.

The Equitable News prints an excellent picture of Mr. Frank W. Danner, the Equitable's manager for North Carolina, with headquarters here. The News, after referring to Mr. Danner's success, says: and push, a thorough student of the business of life assurance, a good organizer and a large personal writer as well. In fact, he does a very large personal business all the time. He does not believe in asking any one else to do anything that he would not do himself, and is a constant example to agents as to what can be achieved by persistent, indefatigable, thoughtful and intelligent work.

"Frank Danner is one of the young men who have come rapidly to the front dur-

Mr. Elliott to Lecture.

Mr. Edward P. Elliott will be the lecturer in the Lyceum course to-morrow night. He will be introduced by Mr. S. S. P. Patteson. Mr. Elliott's subject will be "David Harum."

Mr. H. G. Shackelford, who for a long time was connected with Woodberry For-est School, in Orange county, has resigned to accept a position with the Richmond Paper Company in this city.

Blickensderfer Typewriters,

NATIONAL SEAL WORKS.

Old Dominion Steamship Co.

Daily Line for New York, the North

FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, by Chesapeake & Ohio Railway at 9 A. M. via Norfolk, and 2:10 P. M. via Old Point and Norfolk, or 9 A. M. and 3 P. M. by N. & W. Railway via Norfolk, both lines connecting with direct steamers sailing same day, or by company's new steamer Brandon, leaving Monday, Wednesday and Friday at 7 P. M., arriving Norfolk at 6 A. M., then transferring to New York steamer.

FREIGHT for all northern, eastern and Toreign ports received and forwarded daily, except Sunday, at Company's wharf, Rocketts.

FROM NEW YORK

except Sunday.

Tickets on sale at company's office, No.
1212 East Main Street, Richmond Transfer Company, No. 902 East Main Street; Murphy's Hotel, Chesapeake and Ohio and Richmond and Petersburg depots, Richmond, Baggage checked through to

all points.

For further information apply to

JOHN F. MAYER. Agent,

No. 1212 E. Main Street, Richmond, Va.

General offices: No. SI Beech Street,
corner West Street, New York, N. Y.

H. B. WALKER, Traffic Manager.

Richmond, Fredericksburg & Atlantic-Coast Line. Potomac Railroad.

SCHEDULE IN EFFECT MARCH 2, 1902. ...

TRAINS LEAVE MURMOND—NORTHWARD, 4:07 A. M., dally, from Byrd-Street Station for Washington and beyond, Stops at Milford, Fredericksburg and Alexandria, Sleeping cars to Washington and New York. Dining Car.
6:45 A. M., daily, from Main-Street Station, Florida and Metropolitan Limited for Washington and beyond. Stops at Fredericksburg and Alexandria, All Pullman charge. Dining Car.
6:64 A. M., except Monday, from Byrd-Street Station, New York and Florida Special for Washington and beyond. Makes no stops All Fullman cars. No extra fare other than usual Pullman cars other than usual Pullman cars. Section 1:10.

7:24 A. M., except Sunday, from Elba Station, accommodation for Ashland and intermediate

points.

8:00 A. M.. Sunday only, from Byrd-Street
Station for Washington and beyond. Stops at
Elba, Glen Allen and leaf stations, Aspland to
Quantico, inclusive, Occoquan and Alexandria,
Buffet Parlor Car.

Singlet Parlor Car.

8:50 A. M... except Sunday, from Byrd-Street Station for Washington and beyond. Stops at Elba, Glen Allen and local stations, Ashland to Quantico, inclusive, Occoquan and Alexandria.

12:00 noon, except Sunday, from Byrd-Street Station for Washington and beyond. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg and Alexandria. Buffet Parlor Car. Connects with Congressional Limited. 5:05 P. M., daily, from Main-Street Station for Vashington and beyond. Stops at Doswell,

Washington and beyond. Stops at Doswell, Fredericksburg and Alexandria. Sleeping Car to New York.

intermediate points.

6:12 P. M., daily, from Elba Station for Washington and beyond. Stops at Fredericksburg and Alexandria. Sleeping Car to New York. Dining Car.

6:30 P. M., except Sunday, from Elba Station, accentmodation for Ashland and intermediate points.

s:05 P. M., daily, from Byrd-Street Station for Washington and beyond. Stops at Elba, Ashland, Doswell Milford Fredericksburg, Brooke, Widewater, Quantico and Alexandria. Stops at other stations Sunday. Sleeping Car Richmond to New York and Washington to Philadelphia.

tion, accommodation and diste points.
TRAINS ARRIVE RICHMOND—SOUTHWARD.
6:40 A. M. except Sundar, at Elba Station, accommodation from Ashland and intermediate

points.

\$:25 A. M., except Sunday, at Byrd-Street Station, accommodation from Fredericksburg and intermediate points.

8:40 A. M., dally, at Byrd-Street Station, stops at Alexandria, Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland and Elba. Stops at other staticns Sunday, Sleeping Car New York to Richmond.

12:53 P. M., except Sunday, at Byrd-Street Station, stops at local stations, Washington to Ashland, inclusive, Glen Allen and Elba.

2:00 P. M., daily, at Elba Station, stops at Alexandria and Fredericksburg. Sleeping Car from New York. Dining Car.

2:00 P. M., daily, at Main-Street Station, stops at Alexandria, Fredericksburg., Doswell and Ashland. Sleeping Car from New York.

5:52 P. M., except Sunday, at Elba Station, accommodation from Ashland and intermediate points.

7:13 P. M., daily, at Byrd-Street Station, stops at Alexandria, Fredericksburg, Doswell, Ashland and Elba. Sleeping Car from New York and Washington. Dining Car.

8:49 P. M., daily, at Byrd-Street Station, stops at local stations, Washlanton to Ashland, Inclusive, Glen Allen and Elba. Buffetfar Car.

10:29 P. M., daily, at Main-Street Station, stops at local stations, Washlanton to Ashland, Inclusive, Glen Allen and Elba. Buffetfar Car.

10:29 P. M., daily, at Main-Street Station, stops at local stations, Washlanton to Ashland, Inclusive, Glen Allen and Elba. Buffetfar Car.

10:29 P. M., daily, at Main-Street Station, accommodation from Ashland, and Hallman cars. No extra fare other than usual Pullman Cars. No extra fare other than usual Pu

Pas'ng'r Trains Leave and Arrive SCHEDULE IN EFFECT FEBRUARY 10, 1902.

NEW MAIN-STREET STATION. LEAVE RICHMOND. 9:00 A. M., daily, local to Old Point, Norfolk and Portsmouth. Farior Car.
10:10 A. M., except Sunday, local to Clifton Forge, Connects for Orange, Culpeper, Calverton and Manassas.

10:10 A. M., Schometts for Orange, Culpeper, Calverton and Manassas.
10:20 A. M., dally, for Lynchburg, Lexington and Cilifton Forge, Connects, except Sunday, for Rosney, Alberene and New Castle.
2:10 P. M., except Sunday, "Washington and Old Point Limited," for Norfolk via Old Point, Parlor and Observation cars Washington to Old Point without change. "St. Louis and Chicago Limited," Dining Car train; Pullman for Cincinnati, Louisville and St. Louis. Five to eight hours quickest line West. Connects for Virginia Hot Springs. Local train follows St. Louis Limited from Gordonsville to Staunton, except Sunday.

day.

4:00 P. M., daily, local to Old Point, Norfolk and Portsmouth. Pullman to Old Point. Connects at Old Point with Washington, Baltimore and Cape Charles steamers.

5:15 P. M., except Sanday, to Boswell.

5:30 P. M., except Sunday, to Doswell.

10:30 P. M., daily, F. F. V. Dining Car train. Connects at Virginia Hot Springs. Pullman to Hinton, connecting with Parior Car to Cincinnati and Pullman to Cincinnati, Louisville and the West.

yest.

ARRIVE NEW MAIN-STREET STATION,
8:00 A. M., except Sunday, from Doswell,
8:30 A. M., daily, from Cincinnatt,
8:30 A. M., daily, from Bremo,
10:00 A. M., daily, from Norfolk and Ports-

12 noon, except sunday, from Norfolk and 3:30 P. M., daily, from Cincinnati.
3:30 P. M., daily, from Clifton Forge and
6:35 P. M., day, from Sunday from New Castle, Lexington and Buckingham Branch. 6:45 P. M., daily, from Norfolk and Ports-

6:35 F. M., except Sunday, from Clifton Forge and Charlottesville.

Apply at 800 East Main Street, 903 East Main Street, Murphy's Hotel or New Main-Street Station Ticket Offices, for further information. H. W. FULLER, JNO. D. POTTS, A. G. P. A.

N & W Norfolk Western

NOVEMBER 24, 1901. LEAVE RICHMOND (DAILY), BYRD-STREET STATION.

STATION.

9:00 A. M., NORFOLK LIMITED. Arrives
Norfolk 11:20 A. M. Stops only at Petersburg.
Waverly and Suffolk. Stops at Wakefield only
to let off passengers holding tickets from Richmond and Petersburg.

9:05 A. M., THE CHICAGO EXPRESS for
Lynchburg. Roanoke, Columbus and Chicago.
Buffet Parlor Car Petersburg to Roanoke, Pullman Sleeper Roanoke to Columbus; also for
Bristol, Knoxville and Chattanooga. Pullman
Sleeper Roanoke to Knoxville.
Sleeper Roanoke to Knoxville.

man Sleeper Rodinise and Chattanooga. Fullman Sleeper Rodinise and Chattanooga. Fullman Sleeper Rodinise to Knovville.

3:00 P. M., OCEAN-SHORE LIMITED. Arrive Norfolk 5:20 P. M. Stops only at Petersburg. Waverly and Suffolk. Connects at Norfolk evith steamers to Boston, Providence, New York, Baltimore and Washington.

7:23 P. M., for Suffolk Norfolk and intermediate stations. Arrives at Norfolk at 10:40 P. M. 9:10 P. M. for Lynchburg and Romoke. Connects at Lynchburg with Washington and Chattanooga Limited. Providens. Cafe, Parlor and Observation Car Radford to Attalla, Ala. Pullman Sleeper Between Richmond and Lynchburg. Berths ready for my stationary and Roanoke.

Trains arrive Inchmond from Lynchburg and the West daily at 7:35 A. M. and 8:56 P. M., from Norfolk and the East at 11:10 A. M., 11:42 A. M. and 6:30 P. M.

Office—No. 338 Main Street.

City Pass. and Ticket Agt.

C. H. BOSLEY, Dis, Pass. Agt.

W. B. BEVILL. Gen. Pass. Agt.

Bay Line to Baltimore Via C. & O. Railway and

Old Point. U. S. MAIL ROUTE.

Ceave Richmond via Chesapeake and Ohio Railway daily, except Sunday, at 4 P. M., connecting at Old Point with the superb steamers of the Old Bay Line, leaving at 7:15 P. M., arriving Baltimore 6:30 A. M., in time to make connection with all trains North, East and West. Short rail ride and all night on one of the finest steamers in Southern waters. Returning, arrive Richmond 10 A. M. daily, except Monday. Arrive Richmond arrive Richmond arrive Richmond arrive Richets and general information apply at general offices Chesapeake and Ohio Rallway, Richmond Transfer Company and 1006 East Main Street.

Norfolk, Virginia.

CLYDE STEAMSHIP CO'S. RICHMOND AND NORFOLK STEAMRICHMOND AND NORFOLK STEAMAppointed sailing days: Every TUESDAY, FRIDAY and SUNDAY, at daylight. Freight received daily till 5 P. M.
For further information apply to
J. W. MCARRICK.

Gen, Southern Agt., office, Rocketts,

TRANSPORTATION LINIS.

SCHEDULE EFFECTIVE JAN. 14, 1902.

TRAINS LEAVE RICHMOND—BYRDESTREED STATION.

9:00 A. M., NORFOLK LIMITED, dally, Andrives Petersburg 9:31 A. M., Norfolk 11:20 A. M. Stope only at Petersburg, Waverly and Suffelk.

9:09 A. M., dally, Arrives Petersburg 9:43 A. M., Weldon 11:50 A. M., Payetterille 4:23 P. M., Charleston 10:35 P. M., Savannah 2:35 A. M., Jacksonville 5:30 A. M., Poet Tampa 7:10 P. M., Connects at Wilson with No. 47, serving Goldsboro 3:25 P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jacksonville.

11:55 A. M., dally, except Sunday. Arrives Petersburg 12:35 P. M. Stops Manchester, Drewry's Bluff, Centralia and Chester on signal, 3:00 P. M., Ocan SHORE LIMITED, dally, Arrive Petersburg 3:45 P. M., Norfolk 5:35 P. M. Stops Son and Safefolk.

4:30 P. M., dally, except Sunday. Arrives Petersburg 3:45 P. M., Norfolk 5:35 P. M. Stops Marchester, Drewny's Bluff, Centralia and Chester on signal, 3:00 P. M., Ocan SHORE LIMITED, dally, Arrive Petersburg 3:45 P. M., Norfolk 5:35 P. M. Stops Marchester, Drewny's Bluff, Centralia and Chester on signal, 3:00 P. M., Ocan SHORE LIMITED, dally, Arrive Petersburg, Waverly and Suffolk.

P. M.

3:57 A. M., daily, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and
all points South,

6:40 A. M., daily, except Monday, from Tampa, St. Augustine, Jacksonville, Savannah and

local.
11:10 A. M., daily, except Sunday, from Golds-boro and intermediate stations, Norfolk and Suffolk.

11:10 A. M., Sunday only, from Norfolk, Saffolk and Petersburg.

11:42 A. M., dally, from Norfolk, Suffolk and Petersburg. 2:15 P. M., dally, except Sunday, from Peters-6:50 P. M., dally, from Norfolk, Suffolk and

SEABOARD

SOUTHERN RAILWAY.

and intermediate stations.

And intermediate stations.

LOCAL FREIGHT TRAINS.

Nos. 61 and 62, between Manchester and Nespolis.

YORK-RIVER LINE, WEST POINT THE FAVORITE ROUTE NORTH.

SPECIAL TICKET ARRANGEMENT SEABOARD AIR LINE RAILWAY By special arrangement, tickets read-

F. J. CHENEY & CO., Toledo, O.

Brass and Iron Beds.



Bedroom Suites

Morris Chairs.

7 and 9 West Broad Street. The Cheapest Cash or Credit Store in the City.

thinker he had found anywhere in the

miliar conversations.

In the fall of 1897 he was suddenly call-

PROFESSOR JARMAN.

those subjects which they respectively teach in the academic departments.

While a State institution and hence not under denominational influence, the importance of a higher life than the intellectual is fully realized and the religious interests of the students are a matter of constant and prayerful concern. School is opened every morning with reading of the Scriptures, sacred music, and prayer.

The ministers of the several denominations of the town take part in the conduct of these services.

The members of the faculty at the beginning of each term obtain lists of the students of their respective denominations of the town and see that each one is invited to the church and Sunday school which she is in the habit of attending at home. The school endeavors to maintain high moral and Christian standards, and to create an atmosphere of earnestness.

SMALL HELP.

Such, in brief, is the lestory of the school, but no mere outline work like this can give an adequate idea of the life of an institution, for it is like the growth of a soult seeking high things and advancing by small degrees through inward sfruggles and outward contests. Com-

est to any other State institution has been twenty thousand, and the highest special: appropriation has been twenty thousand and the highest special: appropriation has been twenty thousand dollars and the first appropriation for an outlit for the colored normal school was one hundred thousand dollars; when you consider also the extreme slowness of conservative Virginia to adopt new ideas, especially in woman's education, you have reason to be proud of the advance and feel that eighteen years of life represent far more than an aggregation of brick and mortar, but the steady growth of more liberal ideas of education in the State, with the promise of much better things hereafter. The girls go out—twenty, thirty and forty, every year. It is impossible for them not to take with them some of the lessons of earnesness, patience and truth daily instilled into them in the school, thus extending immeasureably the influence of the school, fulfilling to the utmost the hope of its founders and carrying out the purpose of its establishment.

C. A. ELLLINGTON.

'Mr. Danner is a man of great energy

ing the past few years, and he is still coming."

Comes to Richmond.

\$35.00 and \$50.00. For Sale by

Rubber Stamps, Seals and Supplies. No 1219 East Main Street (over Tignor's)

PASSENGERS can leave DAILY, except Sunday, from company's pier, No. 25 North River, at 3 P. M., for Old Point Comfort and Norfolk, connecting with Chesapeake and Ohio and Norfolk and Western trains for Richmond, or with new steamer Brandon, leaving Norfolk Tuesday, Thursday and Sunday at 7 P. M. FREIGHT received and forwarded daily, except Sunday, at companying efficiency.

Arrive Petersburg 3:45 P. M., Norfolk 5:55 P.
M. Stops only at Petersburg, Warerly and Suffolk.

4:30 P. M., dally, except Sunday. Arrives Petersburg 5:18 P. M., Weldon 7:55 P. M., and Rocky Mount 9:00 P. M. Makes all intermediate stops.

6:06 P. M., dally, lecal. Arrives Petersburg 7:50 P. M. FADRIDA AND WEST INDIA LIMITED, daily. Arrive Petersburg 7:50 P. M. FLORIDA AND WEST INDIA LIMITED, daily. Arrive Petersburg 7:50 P. M. (connects with Norfolk and Western for Norfolk and Intermediate points). Emporia 9:04 P. M. (connects with A and D. for stations between Emporia and Lawrenceville). Weldon 9:39 F. M. Sugetteville 1:10 A. M., Charleston 6:00 A. M. Sugetteville 1:10 A. M., Jacksonville 12:45 F. M. NEW Tampa 10:30 P. M. GEORGIA POINTS—Arriving Angusta 7:55 A. M., Macon 11:15 A. M. Pullman Sleepers New York to Wilmington. Charleston, Jacksonville, Port Tampa, Augusta and Macon.

9:10 P. M. dally Arriving Petersburg 9:55 P. M. St. M. P. M. Angus 19:10 P. M. dally Arriving Petersburg 9:55 P.

and the West. 8:48 A. M., daily, except Sunday, Petersburg

9:50 F. M., daily, from Miami, Fort Tamps, Jacksonville, Savahnah, Charleston, Wilmington, Goldsboro and all points South.

8:56 F. M., daily, from Fetersburg, Lynckburg and the Wellerson, Traffic Manager, J. R. KENLY, General Manager, H. M. EMERSON, Gen'l Pass, Agt. C. S. CAMPBELL, Div. Pass, Agt., SSS East Main Street.

"CAPITAL CITY ".OUTE."

"CAPITAL CITY "OUTE."

"CAPITAL CITY ROUTE."

Short Line to Principal Cities of the South and Southwest, Fiorida. Cuba. Texas, California and Mexico, reaching the Capitais of six Sates.

SCHEDULE IN EFFECT MARCH 2, 1902.

TRAINS LEAVE RICHMOND-MAIN-STREET 10:37 P. M. "Florida are produced for Fetersburgs, Columbia, Savannab, Jacksouthern Pines, Finehust, Maint, all points South and Gottheest, Cuba and the West Indies, Jacksouthwest, Chanda Southern Pines, Pinehust, Southern Pines, Pinehust, Southern Pines, Pinehust, and Jamil points South and Gottheest, Caba and the West Indies, Pinehust, Camden, Athens, Atlanta, Montgomery, Chattanooga, Memphis and all points South and Southwest.

2:18 P. M., "Seaboard Fast Mail" for Petersburg, Henderson, Italeign, Southern Points, Pinehust, Athens, Atlanta, Nashville, Memphis and points South and Southwest.

2:18 P. M., "Seaboard Fast Mail" for Petersburg Henderson, italeign, Southern Points, Pinehust, South and Southwest, All points in Florida.

9:10 A. M., "Seaboard Express," daily, for Petersburg, Norlina, N. C., and all intermediate stations, Connections at Norlina, N. C., with train arriving at Henderson 2:00 P. M., Raleigh 3:50 P. M., and Durham 3:53 P. M. (Daily, except Sunday.)

Trains leave, Richmond for Washington, New

stations. Connections at Norlina, N. C., with train arriving at Henderson 2:09 P. M., Ralejah 3:50 P. M., and Durham 3:53 P. M. (Daily, except Sunday.)

Trains leave Richmond fer Washington, New York and the East daily. No. 34 at 6:45 A. M. and No. 66 at 5:05 P. M.
Connections at Jacksonville and Tampa for all Florida East Coast points and Cuba and Porte Rico. At New Orleans for all points in Texas, Mexico and California.

TRAINS ARRIVE AT RICHMOND DAILY.
6:35 A. M. and 5:00 PP. M., from all points South and Southwest.
5:45 P. M., from Norlina, N. C., Petersburg and local points Cars will be operated in Trains Nos. 31 and 34. "Florida and Metropolitan Limited," between Hamlet, N. C., Savannab, Ga., and in Trains Nos. 32 and 33. "Atlanta Special" between Hamlet, N. C., and Atlanta, Ga. Service a la Carte; prices moderate; no canned goods handled, but the freshest and finest meats, vegetables and staples served. This is an innovation and will be found a great convenience to travelers, as against meal stations or Table d'Hote Dining Cars.

SLEPPING-CAR SERVICE.

Nos. 31 and 34. Florida and Metropolitan Limited. Drawing-Room and Sleeping Cars and Tampa. Through Drawing-Room and Sleeping Cars and Tampa. Through Drawing-Room Buffet Sleeping Cars between New York and Tampa. Through Drawing-Room and Fast Mail. Through Dining-Goom Buffet Sleeping Cars between New York and Tampa. Through Pulman Tickets are sold. Finest Day Coaches.

Z. P. SMITH, District Pass. Agent.
S. E. E. L. BUNCH, Gen'l Pass. Agent.
Portsmouth, Va.

SCHEDULE IN EFFECT FEB. 16, 1902.
TRAINS LEAVE AND ARRIVE FOURTEENTHTRAINS LEAVE RICHMOND, VA.
10:20 A. M. No. 9 daily for Durham, N. C.,
Danville, and all local stations South, consecting at Burkeville with Norolk and Western
Railway for Farmylie, Lynchburg and all local stations West. at Jeffers for local stations West. at Jeffers for local stations on Norfolk bivision to Danville; at Oxford for

stations West: at Jeffreys for local stations on Norfolk Division to Danville; at Oxford for Henderson. M. No. 29. limited train daily for Jackson-Ille and all Florida points, Havana, Nassau, Connects at Moseley with Farmville and Releigh and Winston-Salem; at Charlotts with No. 25. United States Fast Mail, solid train, daily for New Orleaus and points South, which carries aleepers to New Orleaus. Drawing-Room Sleepe Richmond to Atlants and Birmingham. Sheringh train with sleeper, Salisbury to Memphy, Dining Car service. Dining Car service, 11:30 P. M. No. II. Southern Express, daily for Atlanta, Augusta, Jacksonville and points South. Sleeper for Danville, Greensboro, Salisbury and Charlotte, open at Richmond 9:30 P. M. Connections with New York and Florida Express and Southwestern Limited, which carries through sleepers to Augusta. Sarannah, Jacksonville, Tampa, Nashville, Memphis, Atlanta, New Orleans, etc. Complete Dining Car service. Also Pulman Tourist Sleeper Mondays, Wednesdays and Fridays, Washington to San Francisco, without chance, with connection for all points in Texas, Mexico and California.

6:00 P. M., No. 17. local daily, except Sunday, for Keysville and intermediate profits, Danvills and all points South.

8:40 A. M., from Keysville and local stations, 205 P. M., from Durham, Charlotte, Danvills and Intermediate stations.

LEAVE RICHMOND.

4:30 P. M. No. 16. Baltimore Limited, dally, except Sundays, for West Point, connecting at West Point with steamers for Baltimore and York River landings, Mondays, Wednesdays and

York River landings, Mondays, Wednesdays and Fridays.

2.2 P. M.. No. 10. Mondays, Wednesdays and Fridays. local express for West Foint and intermediate stations. Connects with stage at Lester Manof for Walkerton and Tappahannesk dally, except Sunday, for West Point and intermediate stations, connecting with stage at Lestee Manor for Walkerton and Tappahannesk.

7. TRAINS ARRIVE RICHMOND.

8. M. J. M. No. 9. Wednesdays and Fridays.

7. TRAINS ARRIVE RICHMOND.

8. Steamers leave West Point Mondays, Wednesdays and Fridays at 5:50 P. M. arriving Baltimore 3:30 A. M.

8. Steamers call at Almonds, Claybank and Glostester Point.

C. W. WESTBURY.

District Passenger Agent.

C. W. WESTBURY.

District Passenger Agent.

920 E. Main Street, Richmond Va.

S. H. HARDWICK.

General Passenger Agent.

F. S. GANNON.

Third Vice-Prosident and General Manager,

Washington, D. C.

ing over the Seaboard, via Portsmouth-Norfolk, will be honored over the route of the through car line—the route to Oid Point via Richmond.

These are advantages not offered by